

Commercial.

THIS DAY.

Noon.
Business is still very quiet in the Share Market. Banks are slightly weaker with sellers at 187 per cent. premium, for cash. China Traders' have fallen to \$2,550 per share without leading to business. Canton Insurances have been dealt in at the reduced rate of 105 per share, and left off with buyers at that figure. A few Docks are offering at quotation. China Sugars are weaker with sellers at 151. Other stocks remain as per annexed list.

4 o'clock p.m.

We have no further transactions to report since noon. Banks are rather firmer, and there are now buyers at 187 per cent. premium for cash, and 189 for the end of the month. China Sugars have come down another point without leading to business. Nothing else requires special mention.

SHARES.

Hongkong and Shanghai Bank ...
Hongkong and Shanghai Bank—New Issue
187 per cent. premium, buyers.
Union Insurance Society of Canton—\$2,550 per share, buyers.
China Traders' Insurance Company—\$2,550 per share, sellers.
North China Insurance—Tls. 1,350 per share, sellers.
Canton Insurance Company, Limited—\$105 per share, sales and buyers.
Yangtze Insurance Association—Tls. 1,050 per share.
Chinese Insurance Company—\$220 per share, sellers.

Tai Insurance Company, Limited—Tls. 150 per share.

Hongkong Fire Insurance Company—\$340 per share, buyers.

China Fire Insurance Company—\$370 per share.
Hongkong and Whampoa Dock Company—57 per cent. premium, sellers.

Hongkong, Canton, and Macao Steamboat Co.—\$50 per share, premium.

China and Manila Steam Ship Company—120 per share.

Hongkong Gas Company—\$80 per share.

Hongkong Hotel Company—\$175 per share.

Indo-China Steam Navigation Company, Limited—15 per cent. dis. sellers.

China Sugar Refining Company, Limited—\$150 per share, sellers.

China Sugar Refining Company (Debentures)—2 per cent. premium.

Luzon Sugar Refining Company, Limited—\$80 per share, sellers.

Hongkong Ice Company—\$160 per share, sellers.

Hongkong and China Bakery Company, Limited—\$80 per share, buyers.

Chinese Imperial Loan of 1878—1 per cent. prem. ex. int.

Chinese Imperial Loan of 1881—2 percent. prem.

EXCHANGE.

ON LONDON—Bank, T. T. 3/8
Bank Bills, on demand 3/8
Bank Bills, at 30 days' sight 3/8
Bank Bills, at 4 months' sight 3/8
Credits, at 4 months' sight 3/8
Documentary Bills, at 4 months' sight 3/8
... 3/8 @ 3/8

ON PARIS.—Bank, T. T. 4/2
Bank Bills, on demand 4/2
Credits, at 4 months' sight 4/2

ON BOMBAY—Bank, T. T. 223
ON CALCUTTA—Bank, T. T. 223
On Demand 224

ON SHANGHAI—
Bank, sight 728
Private, 30 days' sight 728

OPIUM MARKET.—THIS DAY.

NEW MALWA per picul, \$535
(Allowance, Tael's 12.)

OLD MALWA per picul, \$575
(Allowance, Tael's 16.)

NEW PATNA; high touch (without choice) per chest \$595

NEW PATNA; high touch (first choice) per chest \$597

NEW PATNA; high touch (bottom) per chest \$600

NEW PATNA; high touch (second choice) per chest \$592

NEW PATNA; low touch (without choice) per chest \$594

NEW PATNA; low touch (first choice) per chest \$595

NEW PATNA; low touch (bottom) per chest \$597

NEW PATNA; low touch (second choice) per chest \$590

NEW BENARES; high touch (without choice) per chest \$560

NEW BENARES; high touch (bottom) per chest \$562

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

WEATHER REPORTS.

BAROMETER.

TERM. &c.

THURSDAY.

FRIDAY.

SATURDAY.

SUNDAY.

MONDAY.

TUESDAY.

WEDNESDAY.

THURSDAY.

FRIDAY.

SATURDAY.

SUNDAY.

MONDAY.

THE HONGKONG TELEGRAPH, TUESDAY, SEPTEMBER 4, 1883.

THE BRITISH BARQUE "EARL OF ELGIN" DISMASTED AND WATERLOGGED.

NEWS BY THE AMERICAN MAIL.
The subjoined telegrams were crowded out on Saturday:

The British barque *Earl of Elgin* was towed into Woosung yesterday evening (August 28th), waterlogged and dismasted, having been disabled in the late typhoon. She is owned by Mr. Jas. Simpson of Messrs. Farbman & Co., other partners of that firm having also a share in her, and she was on a voyage from Port Townsend, Washington Territory, U.S., with a cargo of Oregon pine for that firm. She was built in Quebec in 1852, and for the past eight years has been under the command of Captain Morrison. Her register tonnage is 790. She left Port Townsend on the 17th June, with a full cargo of timber, including a deck load. The timber consisted of pine logs measuring 24' in, 24' long, and 115 feet in length, and logs of smaller sizes, down to 2 in. boards. The crew consisted of 18 Japanese sailors and the chief officer, Mr. Ashton, second officer, Mr. Coode, and the Captain, were the only Europeans on board. She had fine weather and made a quick passage up to the 22nd inst., when she had just passed through a channel between some of the Loochow Islands, and the Captain was congratulating himself on the prospect of reaching Shanghai after a splendid passage, to meet his wife and family here who recently arrived by mail steamer from America. The hurricane encountered from the 22nd to the 25th instant, however, made a complete wreck of the *Earl of Elgin*, and had it not been for her cargo of timber she would have gone to the bottom.

The steam launch *Nora*, belonging to Messrs. Farbman & Co., went down this afternoon to where the water-logged vessel is anchored, outside the Red Buoy, having on board Mr. Jas. Simpson, the owner of the barque, Captain Morrison, Pilot Brunn, and two reporters. The *Nora*, the handsomest steam-launch on the river, left the Old Dock about 1:30 and returned at 6 p.m.; and after allowing for the time spent on board the water-logged vessel, she made the trip at an average speed of 13 miles an hour. Our reporter went on board the *Earl of Elgin*, and obtained the following extracts from the ship's log, kept by Mr. Ashton, the chief officer:

"June 17th, left Cape Town. Passed to the northward of the Sandwich Islands, and kept in latitude 26° N., experiencing fine weather throughout the passage until within the last few days. On the 20th August sighted Yerabu, one of the Loochow Islands, and passed through the channel that evening. On the 21st, at noon, the wind was from N.E., a strong breeze and squally, freshening all the time; in the afternoon it increased to a gale, wind still N.E.; course N.W. At 4 p.m. broke gale and squally. Long. 127° E. Bar. 29.86. At midnight, hard gale and high sea; the ship labouring very heavily; wind still from N.E. At 6 p.m. sailed lower topsail. At 8 a.m. on the 22d, blowing a hurricane from the Eastward; the ship constantly covered with water and labouring very much; lying to under lee clew of the main-topsail. At 10 a.m., bar. 29.60. Shipped a succession of heavy seas, which carried away the lee bulwarks, started the deck-load, and washed many pieces overboard. At noon, a hurricane with blinding rain. The crew were at the pumps, but were unable to clear the ship of water. At 4 p.m. wind still from Eastward; bar. 29.50, the lowest reading. Shipped a heavy sea which carried away the lee side of the poop. At midnight, hurricane still blowing; bar. 29.50, and fierce squalls. Found the ship to be full of water; crew unable to work the pumps. On Thursday morning, the 23d, wind E.; ship lying to under bare poles on the starboard tack; hurricane still blowing; terrific seas making a clean breach over the ship fore and aft. Upon finding the vessel waterlogged and having heavy list to port, endeavoured to wear ship, and tried to get the rear of the deckload off. The ship refused to wear, and came to again on the starboard tack. After cutting the lashing of the deckload, all the deckload on the port side floated off, carrying away the main rigging, bulwarks, and both forward boats. At 4 a.m. the hurricane still blowing with unabated fury from the East, and the ship completely at the mercy of the elements. By this time all the cabins under the poop, as well the forecastle, were gutted, and the crew were brought aft to the poop. A small quantity of biscuits and some water were collected, and for security the ship's papers were lashed in the mizen top. Bar. 29.50. Throughout the rest of the day, all hands were on the poop at the only place of refuge. The two remaining boats were got ready and provisions put in them. The sails were blowing amidst, and the crew were unable to save them. At midnight, hurricane still blowing. Bar. 29.70; wind still E.; and all hands on the poop. The deck started up, and the beams began to part. At 8 a.m. there was a cessation of squalls, and the bar rose to 29.80, and evidently there was a break in the weather. At noon the hurricane abated, but there was still a fierce gale with heavy rain. We made a successful attempt to get the ship before the wind and steer a course for the Saddles, setting lower topsail; but the ship steered with difficulty. At 4 p.m. hard gale and high sea; crew all astir awaiting orders. By going to the mizen-top, a sighting for chronometer was obtained, and found the ship to be in long. 125° 36' E. From 8 p.m. to midnight, moderate gale, squally, with high sea. On the 25th August, the day began with a moderate gale, equally weather; ship under lower topsails, steering for the Saddles. At 2 a.m. the main-mast which had been in a precarious condition since the rigging was carried away by the deckload, went by the board, taking with it the mizen topmast. All hands engaged in clearing away the wreckage, and by 6 a.m. had cut it adrift. Set foretop and upper foretopsail, and kept the ship before the wind. Afterwards had a moderate breeze, and sea going down. August 26th, moderate breeze; at daylight sighted Barren Islands, S.W. Set foretopgallant sail and outer jib; crew employed in getting cable cleared and anchor ready. At noon on the 26th sighted the East Saddle Island, W.S.W. moderate breeze throughout the day. At night, burned torches for a pilot. At 5 a.m. on Monday, the 27th, set the ship on her course for the river. At 9 a.m. the steamship *Rocky*, Captain Roberts, came alongside, and also pilot-boat No. 7 and Mr. Brunn, pilot, came on board. At 8:30 p.m. on the 27th, anchored outside Woosung.

A full description of the condition of the water-logged vessel will be given in to-morrow's paper. When waterlight she was drawing 31 feet forward, and 23 aft; but now she draws 24 forward and 16 aft.

Captain Morrison deserves great praise for being able to bring the waterlogged vessel to a pilotage ground, without any loss of life or injury to any of the crew.—*Shanghai Courier*.

HONGKONG TEMPERATURE.

From Messrs. FALCONER & CO'S REGISTER.	
Yesterday.	To-day.
Atmosphere—P.M.	70° F.
Thermometer—P.M.	70° F.
Thermometer—P.M. (Wet bulb)	64° F.
Thermometer—P.M. (Wet bulb)	70° F.
Atmosphere—P.M.	70° F.
To-night.	70° F.
Barometer—A.M.	29.980
Barometer—P.M.	29.980
Barometer—P.M. (Wet bulb)	29.980
Barometer—P.M. (Wet bulb)	29.980
Thermometer—Morn.	70° F.
Thermometer—A.M.	70° F.
Thermometer—P.M.	70° F.
Thermometer—P.M. (Wet bulb)	70° F.
Thermometer—Morn.	70° F.
Thermometer—Morn. (over night)	70° F.

Superintendent of Police. The door was broken open, and the poor woman was found in an advanced stage of decomposition on the bed, with an eider-down quilt over her face. When this was taken off, it was discovered that she had been strangled with a scarf. There is no land to the murderer at present.

Mr. G. A. Sala has re-published in a very readable volume his "Echoes," which form so important a feature in the *Illustrated London News*. There is a vast amount of solid information in them, most amusingly told. In his preface, Mr. Sala says that he receives above a hundred letters every week, and he describes his correspondents—the beggars, the lunatics, the inquirers, the revilers, &c., &c. I am only surprised that he does not receive more. My experience of epistolary correspondence is that letter-writing is a perfect mania with a large class of Her Majesty's subjects. Many of the letters which I receive contain useful information, but the majority of them are anonymous, and might well remain unwritten.

The *Westminster Examiner* says:—A scene, in which Lord Chief Justice Morris was an actor, took place at the Mullingar railway station last week. The Chief Justice, having concluded his assize business in that town, left by the 3 o'clock train. He entered a carriage which was already occupied by a gentleman carrying a rifle. The judge asked the gentleman, who afterwards turned out to be Dr. Isidore M. William Burke, brother of Mr. Walter M. Burke, who was shot in the County Galway, to remove the rifle, and upon his refusing caught hold of it by the barrel. Dr. Burke held the stock of the gun, and each did his utmost to get possession of the weapon. A policeman then came up and informed Dr. Burke who his opponent was, whereupon he resigned the weapon, and it was handed to the guard.

A little statement was made by the Prime Minister the other day which ought to put rest to the ignoble talk of some few weeks past as to the favouritism shown by him in placing his private secretaries in posts to which they were not entitled:—

I have at present four private secretaries. I have had before these four gentlemen twelve private secretaries. Out of these nine have been appointed out of the regular course of promotion, or not being members of the Civil Service, have been introduced into it. Four only have been appointed by me. These four have likewise received other and further appointments in the Civil Service quite independently of me. The other five have been appointed by persons wholly independent of me.

Mr. John Whyte-Melville, of Bennochy and Strathkinness, convener of Fifeshire, died at his residence, Mount Melville, near St. Andrews, on Monday, July 16. Mr. Melville was in his eighty-seventh year. Lady Melville, his wife, a daughter of the late Duke of Leeds, died in 1878, her death being accelerated by the lamented death of their only son, the late Major Whyte-Melville, in the hunting field. By the marriage they had also two daughters, who are both dead. Mr. Melville took an active interest in county affairs. He was the oldest member of the Royal and Ancient Golf Club of St. Andrews, and was captain of the club in 1823. The members had again nominated him as their captain-elect for the ensuing year. He was Provincial Grand Master of Fife, and from 1864 to 1865 was Grand Master for Scotland. In politics Mr. Melville was Conservative.

"Some weeks ago," writes a correspondent from Alexandria, "I informed your readers that the Egyptian Government had granted to Mr. Alexander Adil, of Alexandria, a British subject, a concession for raising the remains of the French vessels of war sunk in Aboukir Bay. Since the notice appeared considerable progress has been made with the work. One diver and some thirty men, furnished with the latest submarine appliances, have been daily occupied. Already they have ascertained and buoyed the positions of six of the principal wrecks, including that of the Orient, the French Admiral's flag ship, and several objects of interest, such as swords, old flint muskets, &c., have been brought to the surface. They were all, as may be supposed, largely encrusted with barnacles."

The new Ambassador from the French Republic will be sure of a cordial welcome in London. He is of English birth, was educated at Rugby and Cambridge, has kept up a constant intimacy with some of his old friends and has had to do business on more than one important occasion with English statesmen of both parties. It is impossible, then, that he should be other than a *persona grata* to this country and his appointment may fairly be taken to indicate a desire on the part of the French Government to keep the relations between the two nations on the friendliest footing possible. Only one misgiving arises. Mr. Waddington being so much of an Englishman in every particular from his name downwards, may feel it his duty to prove his fidelity to his own country and Government by showing himself more French than the French. It is said that English diplomats have found something of this sort in dealing with him before now.

M. Challemel-Lacour has seized the opportunity of the present lull to make a carefully prepared explanation of the official view of the Tamatave case. This declaration, which is all the more worthy of attention because it is visibly studied, leaves nothing to be desired in respect of its general tone. It is elaborately amicable. In the first place, the French Foreign Minister is anxious to emphasize the fact that the instructions given to Admiral Pierre were framed with special regard to the prevention of any difficulties with England. He was enjoined "in express terms to avoid as much as possible awakening the susceptibilities of England, and to keep up the most courteous relations with the commander of the British naval station." Such being the tenor of his instructions, and Admiral Pierre being, as M. Challemel-Lacour assured his hearers, a man of the greatest prudence, it follows that if he was led to adopt any grave measure, that measure must have been justified absolutely by necessity."

The Tamatave incident, the difficulty about the Suez Canal, and the other small but irritating questions which arise as if by magic in other parts of the globe between England and France, must have come as "tidings of comfort and joy" to the Marquis Tseng-Tonkin has for the moment floated into a quiet backwater, where China may succeed in settling matters more to her own satisfaction when the eyes of all the world were on the moves in the diplomatic game between herself and France. It would now be interesting to know whether M. Challemel-Lacour's bitter denunciation of the undiplomatic frankness of the Chinese Envoy has had anything to do with the sudden departure of the latter for Paris a few days ago. The Chinese know what is due to their own dignity, as well as to people in the world, but they can also, as we know from past experience, calmly put sights and insults aside when nothing is to be gained by noticing them. How will the Marquis Tseng treat M. Challemel-Lacour's speech on the present occasion?

A story is related in a letter to a Genevese newspaper from a traveller, who, on arriving at Ajaccio on his way to Marseilles, was sent to enjoy ten days' quarantine in the island of Fréjus. We are condemned (he writes) to a vile ten days' imprisonment, not to prevent the Maréllaids running any risk of taking the cholera, but to take it ourselves from the passengers sent here to keep us company. What is most terrible for us is that nothing is done to prevent travellers just arrived, per-

haps from a port where cholera actually exists, from mixing with those who have been in the Lazaret for some time. Once in a Lazaret you have every chance of taking the cholera, and of carrying it to ourselves or any port where you may land. For should an infected vessel arrive on the day of your release, you may, by mixing with her passengers, contract the disease, and take it whithersoever you may be going.

So much for the efficacy of the precautions which are born of blind fear. They combine the maximum of severity with the minimum of protection.

A French paper gives an account of some "curious" experiments which Signor Canestrini has been making on insects. He has cut off the heads of a number of flies, ants, grasshoppers, and butterflies, and he has observed that decapitated insects retain their sensibility for a very long time. Flies seemed to regard the operation as the most natural thing in the world. They calmly rubbed their bodies with their legs, and generally behaved as if nothing unusual had happened. Butterflies continued to fly for eighteen days after they had lost their heads, and grasshoppers had still a kick in them thirteen days after being similarly ill-treated.

Solempnus showed contractile movements both in the trunk and in the head eight days after the severance had been effected. Cruel experiments of this sort are generally defended on the ground that they are, or may be, of service to humanity; but one quite fails to see the *raison d'être* of Professor Canestrini's operations. The effect of decapitation on the human subject is well known, and the Professor may go on decapitating insects till Doomsday without contributing anything towards modifying its unpleasant consequences.

Having Purchased the entire Machinery of the late Mr. E. CHASTEL'S SODA WATER FACTORY is now prepared to execute the largest orders for every description of Acrated Waters with promptness and despatch.

SPARKLING WATERS.

THREE DOZEN FOR ONE DOLLAR.
All Orders and Communications should be addressed to the Factory,
7, BEACONSFIELD ARCADE,

(Opposite the City Hall).

Hongkong, 11th April, 1883. [679]

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Intimations.

A. S. WATSON & CO.

FAMILY AND DISPENSING CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
DRUGGISTS' SUNDRIES,
PERFUMERS,
IMPORTERS AND EXPORTERS
OF
MANILA CIGARS,
WINE-AND-SPIRIT-MERCHANTS,
AND
MANUFACTURERS
OF
AERATED WATER.
THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.

THE SHANGHAI PHARMACY,
24, NANKIN ROAD, SHANGHAI.BOTICA INGLESA,
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOOCHOW. [3]

BIRTH.

On the 3rd instant, at No. 19, Caine Road, [681]
the wife of H. L. DENNIS, of a son.The Hongkong Telegraph
HONGKONG, TUESDAY, SEPTEMBER 4, 1883.

SPORTING GOSSIP.

Coming events cast their shadows before. Our long and trying summer is now on the wane and as usual during the autumn in the Far East a young man's fancy, as Tennyson expresses it, lightly turns to thoughts of sport. The sporting reporters of the Shanghai newspapers have recently been busy interviewing mobs of griffins lately arrived from the wilds of Mongolia, discussing the prospective merits or demerits of the future heroes of the local turf, detailing auctions of racing stock, briefly reviewing the preliminary work on the race-track, and anathematising in no measured terms the wretched decoction, yclept coffee, supplied to the early birds at the Race Stand. In Hongkong, varieties of the trigger are cleaning and furnishing up their fowling pieces and planning numberless weekly excursions to Castle Peak, Deep Bay, Macao and other well-known and easily accessible shooting grounds; exponents of the manly game are getting up their biceps and fondly anticipating no end of "centuries" and "hat-tricks" when Greek meets Greek on the tented field; lawn-tennis "cracks," both men and maidens, are making ready for the healthful and exciting pastime with the soft ball; rowing and boating men are again on the warpath, whilst the racing fraternity are displaying much anxiety to learn what has been decided about the promised Autumn Sky Meeting.

* * *

When the first meeting in connection with the "Sky Races"—I may here mention that "Sky Races" is the term used in India for a meeting confined to horses or ponies belonging to residents of a certain station or district—was held at the Hongkong Club several months ago, the only definite conclusion arrived at was that the races should be held; but it was understood that another meeting of supporters of racing would be held at the end of August to arrange preliminaries. I understand that during my absence in Haiphong about three weeks ago some sort of a meeting was actually held; but as it was not publicly announced and was apparently held with closed doors, it was likely enough a private affair. At all events I know nothing of what transpired on the occasion. However, on the 24th ultimo in reply to my inquiries the Clerk of the Course informed me that he "hoped in a few days to issue a preliminary programme for the "Sky" meeting to take place about the end of October next." The preliminary programme has not yet been issued; but doubtless it will shortly be announced.

* * *

I had a canter round the race course last evening, and I observe that Mr. Tripp has got the steeplechase track in good order, with all the jumps built up, and everything ready for actual business. One does not like to commence the campaign by fault-finding, especially when so many practical improvements have to be credited to the present C. C., but the flights of bamboo hurdles erected are altogether unsuitable for the purpose intended. They are easily enough negotiated, but should a pony happen to blunder, or even to strike the top of the hurdle, a serious accident would inevitably follow, as the bamboo fence is unyielding as if it were made of iron. Wooden hurdles, specially constructed for the purpose, can be easily procured at a cost of a few dollars, and they should be erected so that a pony hitting them they will easily give way, and thus avoid or at least minimise accidents. There are several other alterations in the steeplechase course—to which I will allude at another time—requiring attention. Both the race course and training track will afford capital going this ensuing season; owing to recent heavy rains the turf is of course rather "holding" just now, but it will be found to have been vastly improved by the attention paid to it during the summer months.

* * *

I presume that the "Sky Races" will actually take place about the end of October, and so far as I can see there is every reason to anticipate a capital afternoon's sport. The excellent youth who, under the nom de plume "Banian," contributes a weekly hash-up to the feeble columns of the colourless morning paper, and whose vast fund of knowledge and information on all sorts

of abstruse subjects, from the hidden mysteries of the bedchamber to the intricacies of politics, (which includes everything on earth worth knowing) would have astonished the Admirable Crichton, as it has done the community of Hongkong—has, as a matter-of-course, something to say about this sporting subject. This is what he says:—"I hear that the "Sky" meeting is to be allowed to drop and that a meeting of the committee has been held to settle a programme. What the exact programme will be I do not know, but I believe that we shall find that we are to have only one instead of two afternoons' amusement and that the programme will comprise foot races as well as pony races. There is, I believe, to be a certain amount of fun introduced in some of the events, and a chair-race, which I hope is to be one item, should be amusing. I am sorry that our talk about Autumn Meeting is to be so much of its glory; but I suppose that our worthy C.C. and the gentlemen of the Committee have been forced to reduce its proportions owing to the lack of racing ponies in the colony. When the idea was first mooted, and it was agreed that a "sky" meeting should be held, the operations in Tonquin did not occur to anyone's mind as being likely to interfere in any way with our racing, but, as it is, the ponies which should have now been trotting round the track in the Happy Valley are dragging the French guns in the not invariably successful sorties."

* * *

It may be that "Banian" is in the confidence of the committee—"by the way, it would be interesting to know who are the committee, when and by whom they were elected, &c., &c.—and is inspired in his utterances. Foot racing is a most excellent pastime in its proper place, but that proper place is not on the programme of even an impromptu-race-meeting. The "chair-race" might be amusing to noodes of the "Banian" stamp, but I should imagine

that even the eccentric wire-pullers of Hongkong racing would think twice before degrading an honored pastime by introducing any such ridiculous buffoonery. There are plenty sportsmen in Hongkong and a sufficient number of ponies to provide an interesting afternoon's sport without the introduction of foot-racing or other athletic sports. The paragraph quoted above, taken in its entirety, is simply arrant "rot." The operations in Tonquin have interfered with the proposed Autumn Meeting to the same extent as the celebrated flood in Noah's time—neither more nor less. Not a single pony that was at all likely to figure on the racecourse has been sent to Tonquin. One well-known owner of race-ponies sent a string of ten down to Haiphong, the whole of which were tracks, utterly useless for racing purposes in any company. There are as many ponies in the colony to-day, probable candidates for honour at the Sky Races, as there were when the project was first mooted. "Banian" would do well to make sure of his facts in future, before writing senseless and misleading twaddle of the kind above quoted.

* * *

Some seven or eight years ago it was nothing unusual for the total number of ponies competing at our annual races in Hongkong to average about two dozen all told. And yet even in those days of small fields the racing was keen and the finishes close and exciting. Good racing can easily be provided without having from ten to twenty competitors in every race. In England I have frequently seen greater interest displayed by the public in a match between two well known celebrities than was ever in a sporting sense excited over the race for the Derby. When the Flying Dutchman beat Voltigeur at York in 1851, and again when Prince Charlie beat the French colt Peut-dire at Newmarket in 1874, there was far more interest taken in the results than has been the case in even the most popular of the classic races of the year. Only Prejudice, Tajmahal and Driving Cloud competed in the Exchange Plate at our last Hongkong Races, but the smallness of the field did not at all detract from the interest felt in the race, nor did it render the desperate struggle, which ended in the glorious victory of Mr. St. Andrew's game cheunot in the fastest time on record, one whit the less exciting. A very enjoyable afternoon's racing can easily be arranged with only a dozen ponies available, and I think I am well within the mark in saying that at least twice that number could easily be brought to the post.

* * *

The veteran "sport" Mr. W. M. Morgan has still the speedy Pearl (third in the Kecheng Cup) and the handsome griffin Domino Noir; Mr. Bromhead has Blunder Blas, and a sturdy black griffin that appears to possess the gift of going! Mr. Gordon's powerful team includes the old staggers Heather Bell, Dauntless, Lord of the Isles, Robbie Burns, Cutty Sark, and Ghillie Callum; and amongst other ponies available may be mentioned Airtie, (winner of the Victoria Plate), Too-too, (third in the Shanghai Griffins), Skedaddler, (winner of the Brokers Cup), Bothwell, (winner of the Cathay Cup), Whisper, Buggins, Gil Blas, Red Herring, The Duke, and a good-looking couple from the Ewo stable. There are several race-ponies at Stomcutters Island, and a well known sporting barrister still has that well known racer and accomplished jumper, The Leader, grazing on the race-course. Here is quantity enough, and quality is not a sine qua non.

* * *

The war-note has also been sounded for the Hongkong Spring Meeting, by the circulation of the Subscription Griffin list. At the end of last week 29 ponies had been subscribed for, which is considerably in excess of the number brought down last year. I understand that a gentleman in Shanghai has undertaken to supply ponies to cover the six furlongs, with a light weight up, in 1.2—1.25 tael, 75, first cost. There ought to be no difficulty in managing this as 75 taels is a fair price for a griffin in the rough, and any pony that gallop at all can easily do his three quarters of a mile in 1.2. This comic journal also suggests among other expedients for rendering the tunnel impassable, that it be crammed full of the dropped h's of the nation.

celence would in any way discount the interest in the races, but the uncertainty that such super-excellence would be sent to Hongkong. To make my meaning quite plain I ask the question—if the gentleman who is supplying the ponies should happen to accidentally light across a "flyer," capable say of doing 1.25, is he supposed to send this animal down to Hongkong with the rest of the mob? If not, the old system of buying the ponies at auction and sending them down untried, is fairer to the subscribers and far more sportsmanlike. There are doubtless many persons who would gladly undertake to supply a given number of griffins for the Hongkong subscribers at a far lower figure than taels 75, first cost, guaranteeing a much better time test than 1.25, or the understanding that they could retain any equine wonder they might accidentally discover amongst their purchases. All these points have likely enough been considered and satisfactorily arranged by those in charge of the business; however, as they occurred to me in dealing with the subject I have hastily jotted them down.

AN OLD SPORTSMAN.
Hongkong, 4th September, 1883.

TELEGRAMS.

LONDON, September 1st.
A CONSERVATIVE VICTORY.

Mr. James Lowther, a Conservative candidate, has been elected by a large majority for Rutland.

EUROPEAN POLITICS.

The CHOLERA IN EGYPT.
The total mortality from cholera in Egypt is estimated at 7,250. That of the British troops 40.

LOCAL AND GENERAL.

THE powder magazine at Batavia, Java, has been lately burned and a quantity of war material destroyed.

THE message of the President of Chile on the subject of peace with Iglesias is bitterly denounced in Bolivia.

IN 1840 it was stated by Harriet Martineau that there were seven occupations open to women in Massachusetts; now there are 284.

A REGULAR Lodge of Zetland, No. 525, will be held in Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 o'clock precisely.

THE New Orleans "Picayune" says that as soon as a politician decides that he will sell his influence he suddenly finds out that he has nothing of the kind to sell.

A REGULAR Lodge of United Service, No. 1341, will be held in Freemasons' Hall, Zetland Street, on Saturday evening next, the 8th instant, at 7.30 for 8 o'clock precisely.

We note that the family of His Excellency Chang Shu-seng, Viceroy of the Two Kwanghs, have arranged to journey from Shanghai to Canton in the China Merchants Company's steamship *Hwai-yuen*.

A WISCONSIN thief demolished the corner-stone of a church to get \$2.50 which he knew was hidden therein. To avoid tempting the cupidity of such fellows, nothing more valuable than old newspapers of the *Ananias* type should be put in corner-stones.

THE New York "Commercial" says that five Chinamen who are under arrest in Paterson for assault have each given different names every time they have been called upon by the Court. This is the Celestial idea of humor: "Melican man makes fun." No goodie Chinaman change name alittle time. Makes Judge mad like debbil. Heap fun."

A NATIVE writes to the *Mercury* to the effect that the cotton crop, which is the staple product of Shanghai and neighbourhood, has suffered severely during the late storm. The correspondent says:—Each plant generally bears five or six pods, but at present only one or two; it appears the crop will be very bad, should the weather not be continually fair, some days to come.

A CORRESPONDENT writes on August 27th from Tientsin to the Shanghai *Courier* as follows:—A heavy gale was experienced here on Saturday and Sunday last. The wind was blowing hard from all points of the compass, and the rain came down in torrents. The country around is completely flooded and the Chinese have suffered considerably. Very little damage was done to the foreign settlement.

SAYS THE Shanghai *Courier* of the 29th ulto—Yesterday, the C. M. S. N. Co.'s steamer *Yeh-shin* and *Fuyew* were lying off the forts at Woosung, embarking soldiers. This morning and late this afternoon, several hundred boats of all shapes and sizes, with soldiers on board, passed through the Soochow Creek on their way to Woosung. They are the 2,000 Human braves despatched by Tao Tsung-tung.

ERICSSON is trying to prove with his new torpedo-boat that the millions appropriated for building iron-clads will be wasted. If his idea is correct nothing could stand in a contest with the *Destroyer*. The strongest ironclad in the world would be crippled in ten minutes. In short, it seems that no defence but earth-works, which can be raised in a few hours, would be of any avail against the weapons of modern warfare.

Puck has an admirable cartoon on the scare in England over the Channel Tunnel project. The Gallie cock is represented as emerging from the English end of the tunnel, crowing lustily, while the demoralised British lion, with the hero of Tel-el-Kebir beside of it, turns tail and runs. This comic journal also suggests among other expedients for rendering the tunnel impassable, that it be crammed full of the dropped h's of the nation.

LUCY Stone hopes for the ultimate success of woman suffrage in England.

We understand that damages to the amount of \$15,000 is jointly claimed on behalf of the Chinese owners of the two junks run down by the *Sumatra* yesterday.

THE BRITISH STEAMER *Phra Chula Chom Kla* left the Kowloon dock this morning, and the German steamer *Anton* will go over to the Cosmopolitan to-morrow.

KRAEWICK, the Polish author, who was arrested on the charge of being connected with the conspiracy in Russian and Prussian Poland, has been found guilty and sentenced to two years' imprisonment.

THE French flagship *Victorieuse* and the gun-vessel *Lutin* left the harbour this morning for a cruise and a spell of target practice. They will be absent for two days and will anchor at Junk Bay during the night.

AN OLD SPORTSMAN.
Hongkong, 4th September, 1883.

THE FRENCH TREATY WITH ANNAM.

PRELIMINARY ARTICLES.

The *Chateau Rameau* has arrived at Saigon bringing the following advices from Hud:

The preliminaries of the Treaty of Peace signed at Hud on the 25th August, by Commissioner General Harmand in the name of the French Republic, and by the Annamese Plenipotentiaries in the name of the King's Government provide as under:

1.—A full and complete recognition of the Protectorate of France over Annam and Tonquin.

2.—Definitive annexation of the province of Binh-chuan in Cochinchina.

3.—Permanent occupation of the Vuong-khieu line and the fortresses of Thuan-an.

4.—Immediate recall of the Annamese troops sent to Tonquin, the garrisons of which place shall be put upon a peace footing.

5.—Issue of orders to the mandarins to resume their several posts, and confirmation of the appointments made by the French authorities.

6.—The placing of sufficient troops at all the principal towns in the provinces to assist French residents.

7.—The cession of all Customs offices into the hands of France.

8.—The establishment of an aerial telegraphic service between Saigon and Hanoi.

9.—The right of permanent residence at Hud.

10.—The right of personal audiences with the King of Annam.

11.—Military post-stations along the course of the Red River, and the building of fortifications wherever it may be deemed necessary.

12.—Recognition of dollars and the coinage of the Kingdom.

13.—Settlement of matters affecting the commercial and fiscal régimes by conferences to be held later on.

The Annamese Plenipotentiaries have demanded the reopening of the Legation at Hué as soon as possible. The text of the Convention was sent to Paris for ratification by the President of the Republic, and as stated by telegraph from Paris the other day has already been duly confirmed.

NINGPO.

[FROM OUR OWN CORRESPONDENT.]

August 23rd, 1883.

Yesterday morning the weather looked threatening. During the day the wind increased and the barometer gradually fell. Messrs. Butterfield and Swire's agents again thought it prudent to detain the *Tunxin*, which should have left for Shanghai at 4 p.m. During the night the wind increased and the barometer fell, all through the night. The wind blew in heavy gusts from N. to N.W.; and towards the morning—it gradually veered round to E., blowing with terrific force. Between 8 and 9 o'clock the barometer fell to 28.77. The *Tunxin*, *Yung-ning*, and the *Powtan* had steamed up all night. During the heaviest of the blow, the *Clanilla* and the Chinese gunboat *Yung-hua* dragged their anchors and went on shore; both vessels, I am pleased to say, received no damage, and got off at high water. The tide rose four feet above its usual level, flooding the Burp and Main Street and the floors of many houses. The casualties among the Chinese shipping in harbour are very great. Quite a number of junks have gone ashore, and are badly damaged; others collided and lost their masts, bulwarks, &c., and not a few have been sunk, among the smaller, fly-boats, sampans, &c. It is impossible to estimate the loss. The *Tunxin* and *Yung-hua* had a narrow escape; a large Fokien junk parted her cable and drifted between the steamers, as they were moored at their respective piers; several other large junks that had dragged their anchors were also nearly fouled the same steamers. At 3.30 the barometer began to rise rapidly, and the gale abated. On shore the loss of property is very great, as quite a number of Chinese houses have been very much damaged. The roofs, ceilings, and gutters of all the foreign houses together with their gewgaws are more or less damaged. Three or four foreign house-boats also been greatly injured. The Bridge of Boats is also destroyed. A number of houses have been blown down.

It is reported that quite a number of people have lost their lives by the falling in of roofs of houses, capsizing of boats, etc., but no reliable information can at present be obtained. The oldest residents state they never experienced such a heavy gale before. Nearly all the houses have been washed away, and two junks are piled up on its remains. A report has just reached me that a large junk loaded with sugar was found at Chinkiang.

Cholera is very prevalent of late in the city and suburbs, and a few cases have lately been reported in the Settlement. The Chinese prognosis is very sick season after the storm.

Courier.

At eight o'clock on Saturday morning the mate and soldiers left for the wreck, and at ten o'clock the captain and remainder of the crew started for Shanghai, and arrived here on Sunday morning at five o'clock, the crew being sent to the *Sailor's Home*. Captain Smith, at once took steps to report the loss of his vessel to the Agents, and afterwards visited Mr. Ford, at the Shipping Office, who in turn introduced Captain Smith to Mr. Hughes, the British Consul, the circumstances being narrated to him, he sent the captain on board H.M.S. *Kestrel* to seek assistance, and Commander Hotham promised to leave for the wreck at five o'clock on the following Monday morning. He made an arrival in Shanghai on Sunday evening, being unable to protect the ship from being plundered by the swarms of natives who had boarded the vessel. The soldiers, who were supposed to assist the mate, ran away. The *Kestrel*, with the captain and two mates of the *Flock*, arrived within four miles of the wreck, but could get no nearer, about noon on Monday, but the second lieutenant of the *Kestrel* and Captain

The Hongkong Telegraph.



NO. 500.

TUESDAY, SEPTEMBER 4, 1883.

SIX DOLLARS
PER QUARTER.

For Sale.

JUST TO HAND.

CHUBB'S PAPER AND CASH BOXES.
SAFES, LOCKS & DESPATCH BOXES.
NEW COFFEE MACHINES.

FOOD WARMERS.

TODDY KETTLES.

NEW TOBACCO.

GOLDEN CLOUD.

BIRDSEYE.

SMOKING MIXTURE.

CARBOLIC DISINFECTING POWDER
IN SMALL DREDGERS.

INDIA RUBBER SEA BOOTS.

NEW BOOKS.

THE LATEST MUSIC.

LANE, CRAWFORD & Co.

Hongkong, 18th August, 1883. [140]

Insurances.

YANG TSZE INSURANCE
ASSOCIATION.

CAPITAL (Fully Paid-up) ... Tls. 420,000.00
PERMANENT RESERVE ... Tls. 230,000.00
SPECIAL RESERVE FUND ... Tls. 318,235.56

TOTAL CAPITAL AND
ACCUMULATIONS, 31st ... Tls. 968,235.56
March, 1883. [620]

DIRECTORS.

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C. LUCA, Esq. | W. M. MEYERINE, Esq.
A. J. M. INVERARAY, Esq. | G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARING BROTHERS & Co.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all
parts of the World.
Subject to a charge of 12 per cent. for Interest on
Shareholders' Capital, all the PROFITS of the
UNDERWRITING BUSINESS are annually dis-
tributed among all Contributors of Business (whether
Shareholders or not) in proportion to the
premia paid by them.

RUSSELL & Co.,
Agents.

Hongkong, 25th May, 1883. [83]

THE SOUTH BRITISH FIRE AND
MARINE INSURANCE COMPANY,
OF NEW ZEALAND.

CAPITAL ... £1,000,000
(ONE MILLION STERLING).
UNLIMITED LIABILITY OF SHAREHOLDERS.

THE Undersigned, having been Appointed
Agents for the above Company, are pre-
pared to accept FIRE and MARINE RISKS at
Current Rates, allowing usual discounts.

RUSSELL & Co.,
Agents.

Hongkong, 1st September, 1883. [674]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED).

CAPITAL TAELS 500,000, EQUAL \$83,333.33.

RESERVE FUND \$76,358.27.

BOARD OF DIRECTORS.

LEE SING, Esq. LEE YAT LAU, Esq.
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MANAGER—HO AMEI.

MARINE RISKS on GOODS, &c., taken at
CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 1st September, 1883. [670]

THE Undersigned have been appointed
AGENTS to the NEW YORK BOARD
of UNDERWRITERS.

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1883.

RECORD of AMERICAN and FOREIGN
SHIPPING.

ARNHOLD, KARBERG & Co.

Hongkong, 15th June, 1883. [140]

NOTICE.

THE MAN ON INSURANCE COMPANY,
LIMITED.

CAPITAL SUBSCRIBED ... \$1,000,000.

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world,
payable at any of its Agencies.

WOO LIN YUEN,

SECRETARY.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 1st February, 1882. [166]

INTIMATION.

IGNOR ANTONIO CATTANEO, of the
CONSERVATOIRE DE BERGAMO, and late
of the ROYAL ITALIAN OPERA COMPANY has
the honor to inform the community that he has
arranged to remain in Hongkong, and will give
lessons in Music, Singing and the Piano.

CHARGES STRICTLY MODERATE.

Address—Messrs. KELLY & WALSH,
Queens Road.

Hongkong, 10th March, 1883. [168]

Notices of Firms.

NOTICE.

FROM this date Messrs. RUSSELL & Co.
will conduct our Business at this Port, and
all Communications should be addressed to them.
Messrs. RUSSELL & Co. will also act as Agents
at this Port for our line of Steamers.

GEO. R. STEVENS & Co.
Hongkong, 1st August, 1883. [166]

NOTICE.

HAVING taken Mr. JAMES LYON
EDWARDS into PARTNERSHIP with me,
from this date my Business will be Conducted
under the style of VAUCHER & EDWARDS.
A. E. VAUCHER.
Hongkong, 1st September, 1883. [671]

CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

NOTICE.

DURING my absence from Hongkong Mr.
ARTHUR SPENCER GARFIT has
been appointed ACTING SECRETARY.

By Order,
W. H. RAY,
Secretary.
Hongkong, 1st September, 1883. [672]

Intimations.

NOTICE.

THE Undersigned have REMOVED from
this date their Office to No. 24, Praya
Central, 1st Floor, Corner of Pottinger Street.

REMEDIOS & Co.
Hongkong, 1st September, 1883. [673]

ALL THE BEST NOVELS OF ALL THE BEST WRITERS.

Intimations.

KELLY & WALSH

HAVE JUST RECEIVED.

5000 NUMBERS OF THE SEA SIDE AND FRANKLIN SQUARE LIBRARIES.

TWENTY-FIVE CENTS EACH.

John Inglesant J. H. Shorthouse George Macdonald.
Vice-Versa F. Anstey Nancy Rhoda Broughton.
Volande William Black All Sorts and Conditions of Men Besant & Rice.
Like Ships upon the Sea Eleanor Trollope The Tenant of Wildfell Hall Anne Brontë.
Side Lights of English Society G. Murray The Beautiful Wretch Wm. Black.
Experiences of a Barrister's Life S. Ballantine Shandon Bells do.
Wanda Ouida A Laudiccan Thomas Hardy.
The Wreck of the Grosvenor W. Clarke Russell So they were married Besant & Rice.
Ready Money Mortiboy Besant & Rice Justin McCarthy.
The Golden Butterly do The Chaplain of the Fleet Besant & Rice.
Alton Locke Chas. Kingsley Reminiscences of Thomas Carlyle A. Froude.
Under two Flags Ouida Life and Adventures of Peter Williams Dr. Grieves.
Cherry Ripe Helen Matthes Reminiscences of Thomas Carlyle A. Froude.
Grandmother's Money F. W. Robinson Reminiscences of Thomas Carlyle A. Froude.
East Lynne Mrs. Henry Wood Reminiscences of Thomas Carlyle A. Froude.
John Marchiony's Legacy Miss Braddon The Charming Mrs. Henry Wood.
Lorna Doone R. D. Blackmore Life of Christ Justin McCarthy.
Heid of Redcliff Miss Yonge The Comet of a Season Justin McCarthy.
Romance of 19th Century W. H. Mallock Man and Wife Wilkie Collins.
Jane Eyre Charlotte Bronte Mary Matson George Macdonald.
Puck Ouida Life of Christ Canon Farrar.
Vanity Fair W. M. Thackeray Proky James Payn.
Henry Esmond do European Slave Life F. W. Hacklander.

KELLY & WALSH—HONGKONG.

Hongkong, 20th August, 1883. [560]

W. BREWER.

HAS JUST RECEIVED.

NEW PORCELAIN MENU AND NAME STANDS.
MOWHAWK MINSTREL SONG BOOKS.
NEW ENGINEERING-AND-NAUTICAL WORKS.
SENNETT'S MARINE STEAM ENGINE.
DONALDSON'S ROUGH SKETCHING.
MACGREGOR'S ENGINEERS' PRIVATE LOG BOOKS.
SMITH'S TABLES AND MEMORANDA.
SPON'S ENGINEERS' GUIDE; NEW ED. BERGEN'S WILSON ON STEAM BOILERS.
SEXTON'S BOILER MAKERS' POCKET BOOK.
MOLESWORTH'S ENGINEERS' POCKET BOOK.
BURGH'S HASWELL'S BALE'S SAW MILLS, THEIR MANAGEMENT, &c.
LECKIE'S WRINKLES IN PRACTICAL NAVIGATION.
AZUMUTH'S TABLES, WEATHER FORECASTS, SAILOR'S POCKET BOOK.
NEW CHARTS of Tongking, Hainan Straits, and Sulu Archipelago.
VARIATION CHART OF THE WORLD.
NEW WALTZES.
MY QUEEN, BROSE DE NUITS, MESSENGER OF LOVE, &c.
W. BREWER, QUEEN'S ROAD.

Hongkong, 10th August, 1883. [703]

"NOVELTY STORE,"

MARINE HOUSE, QUEEN'S ROAD.

THE FOLLOWING BOOKS HAVE BEEN RECEIVED.

VIZ.—
BEETON'S Handbook of Needlework.
Ready Reckoner.
All about Gardening.
English-Woman's Cookery Book.
Pouchet's The Universe.
Tissandier's Scientific Recreations.
Milford's Tales of Old Japan.
Bagshot's Economical Studies.
Figuer's The Human Race.
Perry's Practical Mechanics.
Shore's Some Difficulties of Belief.
Creswell's Handlings and Staircases.
Dresser's Principle of Decorative Designs.
Elwe's Animal Drawings.
Hongkong, 24th August, 1883. [703]

ALSO BY THE SAME AUTHOR:
"EASY SENTENCES IN THE HAKKA DIALECT,
with a Vocabulary."
PRICE, \$1.00.

The above works are on SALE at Messrs.
KELLY & WALSH'S, W. BREWER'S and
LANE, CRAWFORD & Co.'s.
Hongkong, 1st September, 1883. [675]

NOW READY.

"CANTONESE MADE EASY," a BOOK
of simple sentences in the CANTONESE
DIALECT with free and literal translations, and
directions for the rendering of English Grammatical
forms in Chinese and vice versa.—By
J. DVER RALL.

PRICE, \$3.00.

INTERLEAVED COPIES ... \$3.50.

Also by the same author:
"EASY SENTENCES IN THE HAKKA DIALECT,
with a Vocabulary."
PRICE, \$1.00.

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KELLY & WALSH'S, W. BREWER'S and
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Hongkong, 1st September, 1883. [675]

A CARD.

PRIVATE BOARD AND LODGING
can be obtained for
SINGLE GENTLEMAN OR MARRIED COUPLES

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No. 6, QUEEN'S ROAD EAST.

Next Door to the Temperance Hall.

Terms Moderate.

Hongkong, 10th July, 1883. [552]

"C. L. A. R. D. G. E. S. H. O. T. E. L."

BROOK STREET, LONDON, W.

This above is a Commodious and Suitable
HOTEL for FAMILIES and GENTLEMEN
going home from the Far East. It is under the
direct able Management of Mr. and Mrs.
GEORGE PRAGNELL, who spare no pains in
providing their visitors with every possible
comfort. TERMS MODERATE.

WOO LIN YUEN,

SECRETARY.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 1st February, 1882. [166]

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lessons in Music, Singing and the Piano.

CHARGES STRICTLY MODERATE.

Address—Messrs. KELLY & WALSH,
Queens Road.

Hongkong, 10th March, 1883. [168]

Shipping.

STEAMERS.

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FOR NEW YORK, VIA SUEZ CANAL
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EUPHRATES,

Captain Mitchell, will be despatched for the
above Port, on or about TUESDAY, the 4th
September.